

STATE ITEMS.

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crash into the cars. The workmen were engaged in the frame were either killed or injured by falling or propelled by the impact at distances of about 75 feet. It is believed that two were seriously injured, and three or four severely wounded, but it has been impossible to ascertain exact figures. One sealer had his arm broken by a timber snagged through the front door. The train was delayed but a short time by the accident.

HIS BARRE ARREST—Dumbless Lost with on board—The Detroit Free Press of Sunday says: "We yesterday received a letter from Capt. B. A. Buzzard, commanding the U. S. Fish Commission steamer with others of the crew who were lost in this ill-fated craft. Capt. B. states there is no truth whatever that any were drowned in the wreck; the report is entirely contrary to fact. The position of the wreck was found 100 miles above Lehigh, and among them his father's clothing, papers, trunk, and clock were plainly seen. The pilot Buzzard escaped on a life preserver. The cabin trunk

found in close proximity to the ship's bowhead. The coast from Godey's up to the point of disaster has been carefully examined by Mr. W. E. Leonard, and Mr. L. states there can be no doubt that the vessel was wrecked during a heavy gale upon the 17th of April.

DISASTERS IN THE FENIAN CAVE.—The Dublin correspondence of the New York Herald says he knows that every action of Fenian organization was made known to England; and not only that, but that the Fenian Government lay herger on every Fenian in Ireland. The report asserts some five weeks ago a man named Sutton or said to be a Fenian, was arrested by the accredited agent of the British Government, and taken to the barracks, and vested by him with full powers, instructed by him with all the secrets of the organization, and then released. The question is, and is it this moment doing work not for which he has been sent James Stevens to do, but that for which is paid by the British Government.

RAILROADS.

BROAD GAUGE STEAM L.

DAVIS GATE
1
Louisville and the Ea
THE
A T L A N T I
AND
GREAT WESTERN RAILW
Direct Connections via Cincinnati and Indiana
FOR NEW YORK, BOSTON, PITTSBURGH, PHILADELPHIA, AND ALL THE EASTERN CITIES.
This is the only direct route to the
Oil Regions of Pennsylvania
CHANGE OF TIME.

On another Monday, November 19, the passenger train will leave Cincinnati at 10:15 A. M. for New York, Boston, Philadelphia and Baltimore, and will arrive at Cincinnati at 7:15 A. M. and 8:15 P. M.


Connections are made with the Jeffersonville and Ohio and Mississippi Railways at Newburgh, Indianapolis and Indianapolis City; Railroad via Chicago and Lexington and Kentucky Central Railroad via Cincinnati; United States Mail Line Steamers via Cincinnati.

TWO THROUGH TRAINS DAILY

Passengers by the Broad Gauge Railway save wide and comfortable cars, quick time, and connections.

Room, Rooms, Through Tickets and Baggage Checks can be prepared at A. G. & W. Railroad, Louisville, southwest corner Main and Second Streets.

pal Railroad and International offices in Louisville and the South. D. McCLAREN, Gen'l Supt.; E. P. FULLER, General Ticket Agent; S. S. PARKER, Ticket Agent; WM. COLLIER, Ticket and Freight Agent, 625 No. 25 Fourth Street, Louisville, 2

LOUISVILLE & NASHVILLE
 AND
Memphis and Louisville
RAILROAD LINE

OPENING OF THE DIRECT

VIA CLARKSVILLE
 To Memphis, New Orleans, and Mo
 Winter Schedules 1866, and
 COMMENCING Monday, Nov
 ber 28, 1866. Trains will run through
 Louisville to Nashville and Memphis, wi
 change of cars, as follows:
 LOUISVILLE TO MEMPHIS.
 No. 1.

Leave Louisville	10:30 A. M.	7-13
Arrive Bowling Green	1:30 P. M.	1-13
Arrive at Bowling Green	4:30 A. M.	4-13
Arrive at Paris, Tennessee	1:30 P. M.	10-13
Arrive at Memphis	1:30 P. M.	10-13
Arrive at Memphis	1:30 P. M.	10-13

Sleeping Cars on both Trains from Louisville to Memphis.

The 10:30 A. M. train from Louisville connects with the 1:30 P. M. train to Memphis at 3 P. M. for New Orleans. Arrive at New Orleans 7:30 P. M.

The 7:45 P. M. train from Louisville connects with the 1:30 P. M. train from Memphis arriving at noon the following day.

Trains from Louisville to Memphis and Memphis to Louisville leave Louisville at 7:45 P. M., connecting the 7:45 P. M. train from Louisville with the 10:30 P. M. train from Memphis.

LOUISVILLE TO NASHVILLE.

Leave Louisville	10:30 A. M.	7-13
Arrive at Nashville	4:30 P. M.	4-13

Sleeping Cars on 7:45 P. M. Train from Louisville to Nashville.

Both trains connect at Nashville with East and Westbound Nashville and Louisville trains. Read for Decatur, Huntsville, Chattanooga, Atlanta.

KNOXVILLE BRANCH.

Leave Louisville	10:30 A. M.	7-13
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Active at Crab Orchard	11.45
Arrived Duane Station	11.55
Arrived at Crab Orchard	12.05

BARDSTOWN BRANCH.

Leave Louisville.

Leave at Bardstown.

The 10:30 A. M. and 7:15 P. M. trains for Men and Nashville leaves daily.

The 10:30 A. M. and 7:15 P. M. train stop at Louisville and Lebanon Junction only to let through passengers going south of Junction and north.

Trains arriving at Louisville at 1:30 and 3 P. M. stop between Lebanon Junction and Louisville only to let off through passengers.

ALBERT FINCH
General Superintendent L. & N. R.

MEMPHIS AND LOUISVILLE

EAST

FAST FREIGHT LINE

By this favorite line freight is taken to MEMPHIS at a small fraction of the cost, and shippers save time and a portion of their freight.

Through Bills of Lading and through rates given to

MEMPHIS, MOBILE,

and all points on the MOBILE and GULF COAST, CENTRAL, and SEABOARD LINES.

Cars are sent through from LOUISVILLE, MOBILE, and other points on the Gulf Coast and are delivered to MEMPHIS without transshipment.

LETTERS TO CLARKVILLE, TAYLOR, and BATES are REDUCED so as to meet any Little's rates.

Bates will be guaranteed to LEAVE FOR AVONDALE, DUNN, BRISTOL, VINCENNES and other points on the Arkansas, WAB, and other lines.

Apply to J. W. POTTSIE, Sacking Agent, or to any of our offices, or to

F. S. VAN ALSTINE
Gen'l Freight Agent

THREE TRAINS DAILY
LEAVE Jeffersonville (immediately opposite Louisville) as follows:
7:00 A. M. DAILY (EXCEPT SUNDAYS)

[illegible]

any other route to Chicago and the Northwest. THIS IS THE ONLY DIRECT ALL ROUTE TO EASTERN CITIES.

All changes of Cars at Indianapolis in Union Depot.

NOTE Passengers should EXAMINE TICKETS CAREFULLY to see that they are "JEFFERSONVILLE RAILROAD."

66 Any invalids, invalids and or purchased at the office of the Company, 80 EAST corner of Main and Third streets, and 225 MAIN STREET, Louisville, Ky., or at the road end of Jeffersonville.

**Louisville New Albany, and
cago Railroad.**

ALBANY, OPPOSITE LOUISVILLE,
9:22 A. M. P. M. Express, daily, Sunday
except, making direct connection at Minn.
St. Louis, Cairo, Evansville, St. Joseph, L.
Green, Kansas City, and all points West,
Northwest and Lafayette for Terre Haute,
Alton, Decatur, Springfield, Jacksonville,
Quincy, and all points to Eastern Illinois,
Michigan City, for Detroit, Chicago, and
Northwest.
9:20 P. M. St. Louis and Cairo Night E
daily, making direct connections for all
West and Northwest, and for Cincinnati

Only one change of cars to St. Louis, O and Cincinnati. Baggage checked through the Hotels.

For further information and through tickets at the office of the Company, southwest Main and Third streets, Louisville, Ky. OM-Sundays from 5 to 7 o'clock P. M.

S. S. PARKER, A.
R. F. MASTEN, Superintendent.

**Louisville and Frankfort and
ton and Frankfort R. R.**

FROM November 19, 1866, **TRA**
will run daily (Sundays excepted) as follows:
Departures for Lexington, 4 A. M. and 2:30
Lagrange, 4:15 P. M. Arrivals from Lex-
ington, 11 A. M. and 7 P. M. Lagrange, 8:40 A. M.
S. M. T. G. L. Superintendent.
HY. STEFFE, Gen. Trk.
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CONSTANTLY on hand a selected stock of the purest bred COUNTRY WHITES. Having paid particular attention to the breeding of these pigs, will guarantee all stock to be pure and fine. These pigs make more weight for the sum than any other breed, frequently from five hundred to seven hundred pounds sixteen to eighteen months old. For sale to

Geo. B. HICKM
West Chester, Chester County, Pa.

N. B.—Pigs shipped by express to all parts of the United States at reasonable prices.

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